

PROPOSALS.

UNITED STATES MAILS.
PENNSYLVANIA.
POST OFFICE DEPARTMENT,
WASHINGTON, Sept. 20, 1870.

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the Contract Office of the Department until 5 P. M. of March 1, 1871, to be decided by March 10 following:

From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruns, to Lawrenceburg, 39 miles and back, three times a week.
Leave Butler Monday, Wednesday, and Friday, at 7:30 A. M.;
Arrive at Lawrenceburg by 4 P. M.;
Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7:30 A. M.;
Arrive at Butler by 4 P. M.

From Liberty Corners, by Storr's Mills, to New Era, 11 miles and back, once a week.
Leave Liberty Corners Saturday at 8 A. M.;
Arrive at New Era by 12 M.;
Leave New Era Saturday at 1 P. M.;
Arrive at Liberty Corners by 5 P. M.

From Bedford to Downingtown (Intertown P. O.), 6 miles and back, twice a week.
Arrive at Bedford Tuesday and Friday at 3 P. M.;
Leave Intertown Tuesday and Friday at 5 A. M.

From Bedford to 10 A. M.

From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, once a week.
Leave West Bingham Tuesday and Saturday at 7 P. M.;
Arrive at Spring Mills by 6 P. M.;
Leave Spring Mills Tuesday and Saturday at 12 M.;
Arrive at West Bingham by 9 P. M.

From Potomac to Cedarville (no office), 2 miles and back, three times a week, by a schedule satisfactory to the postmaster at Cedarville.

From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 15 miles and back, three times a week.
Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.;
Arrive at Christiana by 6 P. M.;
Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;
Arrive at Oxford by 12 M.

This route is supposed to be covered by existing service, and if so, will not be let.

From Horton, by Rochester's Mills (no office), to Oxford, 12 miles and back, once a week.
Leave Horton Saturday at 8 A. M.;
Arrive at Horton by 11 A. M.;
Leave Oxford Saturday at 1 P. M.;
Arrive at Horton by 4 P. M.

Proposals for more frequent service invited.

From Coopersburg, by Houtzdale and Malers, to Smith's Mills, 12 miles and back, twice a week.
Leave Coopersburg Monday and Saturday at 7 A. M.;
Arrive at Smith's Mills by 12 M.;
Leave Smith's Mills Tuesday and Saturday at 1 P. M.;
Arrive at Coopersburg by 6 P. M.

From Hanlin Station, by Eidersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week.
Leave Hanlin Station Saturday at 8 A. M.;
Arrive at Bethany by 12 M.;
Leave Bethany Saturday at 1 P. M.;
Arrive at Hanlin Station by 5 P. M.

Proposals for more frequent service invited.

From Troy Centre (no office) to Troyville, 6 miles and back, once a week.
Leave Troy Centre Saturday at 10 A. M.;
Arrive at Troyville by 12 M.;
Leave Troyville Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.

Proposals invited for service twice a week, on Wednesday and Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.

From Ficksville (no office) to Penargil (no office).
Bidders will state distance and proposed schedule of arrivals and departures.
From Coopersburg, by Lanark, Limeport, Stineburg, and Zion Hill (no office), to Coopersburg, 15 miles and back, three times a week, equal to 9 miles and back, three times a week.
Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.;
Arrive at Coopersburg by 6 P. M.

From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a week.
Leave Dixon Tuesday, Thursday, and Saturday at 7 M.;
Arrive at Pierceville by 9 A. M.;
Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.;
Arrive at Dixon by 12 M.

From Milroy to Siglerville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Siglerville.

From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week.
Leave Sandy Lake Tuesday and Saturday at 3 P. M.;
Arrive at Utica by 6 P. M.;
Leave Utica Tuesday and Saturday at 7 A. M.;
Arrive at Sandy Lake by 10 A. M.

Proposals for an additional weekly trip on Thursday invited.

From Allertown, by Coffman's (no office), Chis Sider's (no office), Hotel (no office), and Miller's Store (no office), to McKee's Half Falls, 18 miles and back, once a week.
Leave Allertown Saturday at 6 A. M.;
Arrive at McKee's Half Falls by 12 M.;
Leave McKee's Half Falls Saturday at 1 A. M.;
Arrive at Allertown by 5 P. M.

From Edge Hill Station (no office), by Fitzwater, Jarretstown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule meeting close connections at Edge Hill Station with regular mail trains.

From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool, 15 miles—only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week.
Leave Newport Saturday at 3 P. M.;
Arrive at Montgomery's Ferry by 6 P. M.;
Leave Montgomery's Ferry Saturday at 7:30 A. M.;
Arrive at Newport by 10:30 A. M.

From Newport to Hill, by South Sterling, 5 miles and back, once a week.
Leave Tohoyanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;
Arrive at Tohoyanna Mills by 10 A. M.

From North East, by Greenfield, to Watsburg, 12 miles and back, once a week.
Leave North East Saturday at 3 P. M.;
Arrive at Watsburg by 6 P. M.;
Leave Watsburg Saturday at 7 A. M.;
Arrive at North East by 10 A. M.

Proposals for an additional trip on Tuesday invited.

From Herrickville, by James Mittens (no office), and William Nesbitt (no office), to Rummerville Creek, 5 miles and back, three times a week, by a schedule satisfactory to the postmaster.

From Wyalusing, by Lime Hill, Balleigh (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.
Leave Wyalusing Tuesday, Thursday, and Saturday at 11:30 A. M.;
Arrive at Herrick by 3:30 P. M.;
Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.

From Russell Hill to Keenerville (no office), 2 1/2 miles and back, once a week, by a schedule satisfactory to the postmaster.

From Phoenixville, by Pickering and West Field, to Chester Springs, 7 miles and back, three times a week.
Leave Phoenixville Tuesday, Thursday, and Saturday at 12 M.;
Arrive at Chester Springs by 2 P. M.;
Leave Chester Springs Tuesday, Thursday, and Saturday at 4:30 A. M.;
Arrive at Phoenixville by 8:30 A. M.

From Cochranville to Londonderry, 2 1/2 miles and back, three times a week, by a schedule satisfactory to the postmaster at Londonderry.

From Lanark to Allentown, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Lanark.

From Trunkville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.

From Carrolltown, by Nicktown and Kilmella, to Pine Flats, 18 miles and back, once a week.
Leave Carrolltown Saturday at 8 A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 5 P. M.

From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 30, 1872, viz.: Sonnersburg, Wertz, Holmesburg, Olney, Tacoby, Briston, Fox Chase, Milesstown, Oxford Church, Torredale, Verres's Mill, and Wheat Street, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.
Rate per annum to be stated in bids.

From Liberty, by Hintonwood (no office) and

Steam Valley (no office), to Trout Run, 15 miles and back, once a week.
Leave Liberty Saturday at 1 A. M.;
Arrive at Trout Run by 6 P. M.;
Leave Trout Run Saturday at 1 P. M.;
Arrive at Liberty by 6 P. M.

Proposals invited for more frequent service.

NOTES.
Proposals must be carried by the mail with "certainty, security, and promptness," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.
No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals out of beating time as to break connection with depending mails, and not sufficiently explained, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office, for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route, or for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also increase of service by allowing the extra or *pro rata* increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a special rate of pay, allowing as far as indemnity to the contractor one month's extra compensation on the amount of service dispensed with, unless the Department shall otherwise order, and continued. Bids should be addressed to the "Second Assistant Postmaster-General," superintending "Proposals, State of Pennsylvania," and sent by mail.
For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of December 11, in pamphlet form, at beating time at post offices.
JOHN A. J. CREWELL,
1902 MI
Postmaster-General.

ARMY BUILDING, CORNER OF HOUSTON AND GREENE STREETS.
NEW YORK CITY, Feb. 2, 1871.
Proposals in Duplicate with the undersigned until 12 M., SATURDAY, March 4, for the following Substances—
500 barrels of No. 1 Iron-hoop, containing 200 pounds net, 1 iron-hoop on each end.
100 barrels of Flour, round hoops, full head-lined, and sealed bungs.
15,000 pounds of Fine Salt, in barrels, full head-lined.
10,000 pounds of "Prime Med." Beans, in barrels, full head-lined.
20,000 pounds of Brown Sugar, in barrels, full head-lined.
5,000 pounds of Crushed Sugar, in barrels, full head-lined.
5,000 pounds of Granulated Sugar, in barrels, full head-lined.
5,000 pounds of Cut Leaf Sugar, in barrels, full head-lined.
5,000 pounds of Carolina Rice, in oak barrels, full head-lined.
5,000 pounds of Green Rio Coffee, in oak barrels, full head-lined.
5,000 pounds of Green Java Coffee, in mats, packed in gunnies, containing 3 mats each.
5,000 pounds of pure Cider Vinegar, in barrels, iron hoops.
20,000 pounds of Family Soap, 2-pound bars, 80-pound boxes, net, strapped.
5,000 pounds of Smoked Tongues, in 100-pound boxes, net, strapped.
1,000 pounds of Pure Ground Black Pepper, 1/2-pound packages, net, strapped.
1,000 pounds of Smoked Beef, in 100-pound boxes, net, strapped.
5,000 pounds of Sugar-cured Hams, packed in tiers.
1,500 gallons of Syrup, in 1/2 and whole barrels.
1,500 dozen of Toilet Soaps, assorted.
1,500 boxes of Table Salt, in boxes containing 60 boxes each.
25 pounds of Cayenne Pepper, ground, in 1/2-pound packages, packed in boxes of 25 pounds.
25 pounds of Cinnamon, ground, in 1/2-pound packages, packed in boxes of 25 pounds.
25 pounds of Ginger, ground, in 1/2-pound packages, packed in boxes of 25 pounds.
25 pounds of Allspice, ground, in 1/2-pound packages, packed in boxes of 25 pounds.
100 pounds of Mustard, ground, in 1/2-pound cans, packed in boxes of 12 pounds.
200 pounds of Yeast Powders, in 1/2-pound cans, packed in boxes of 12 pounds.
50 kils Mess Mackerel, containing 20 pounds net.
150 boxes of Desiccated Codfish, 1-pound boxes packed 24 in a case.
100 boxes of Smoked Herring.
1,000 half-cans of Sardines, in original cases.
1,000 pounds of Dried Peaches, in barrels full head lined.
1,000 pounds of Dried Apples, in barrels full head lined.
100 quarter boxes of Raisins, strapped 10 in a package.
100 half boxes of Raisins, strapped 10 in a package.
100 whole boxes of Raisins, strapped 10 in a package.
1,000 pounds of Dried Prunes, in 25-pound boxes.
240 cans of Fresh Salmon, in 3-pound cans.
240 cans of Fresh Oysters, in 3-pound cans.
240 cans of Spiced Oysters, in 3-pound cans.
600 cans of Tomatoes, in 2-pound cans.
600 cans of Green Corn, in 2-pound cans.
240 cans of Lima Beans, in 3-pound cans.
240 cans of Green Peas, in 3-pound cans.
240 cans of Preserved Peas, in 3-pound cans.
240 cans of Preserved Beans, in 2-pound cans.
240 cans of Fresh Pineapples, in 3-pound cans.
240 cans of Fresh Apples, in 3-pound cans.
240 bottles of Worcester Sauce, packed 12 in a case, imported "pinks."
240 cans of Corned Beef, in 3-pound cans.
240 cans of Raspberry Jam, 3-pound cans.
2,400 cans of Condensed Milk, 1-pound cans, Eagle brand.
400 bottles of Assorted Pickles, consisting of English Chow-chow and Gherkins, and Domestic Cucumbers and Onions.
20 gross of Vanilla Extracts, 2 and 4-ounce vials.
20 gross of Lemon Extracts, 2 and 4-ounce vials.
400 pounds of Corn Starch, in 1-pound packages, 40-pound boxes.
200 pounds of Laundry Starch, in 1-pound packages, 36-pound boxes.
100 pounds Tapioca, in 1-pound packages, 25 pounds each.
300 pounds of Macaroni, in 1-pound packages, 36-pound boxes.
200 pounds of Maccaroni, in 1-pound packages, 36-pound boxes.
200 pounds of Cream Tartar, in 1-pound packages, 36-pound boxes.
2,000 pounds of Laundry Soap, in 5-pound caddies, packed 12 in a case.
100 pounds of Laundry Indigo, packed 15 pounds in a case.

The manner of making bids, requirements of bidders, the same as previous advertisements from this office, and the same as in the regulations for immediate shipment, and in quantities more or less at the option of the Government.
By order of
Chief C.S. Department of East.

TO IRON MANUFACTURERS.
U. S. LIGHTHOUSE DEPARTMENT,
Office Lighthouse Engineer Third District,
TOMPKINSVILLE, Staten Island, N. Y.,
January 13, 1871.

PROPOSALS FOR SCREW-PILE LIGHTHOUSE HOUSES.
SEALED PROPOSALS from Iron Foundries will be received at this office until MONDAY the 13th day of February, 1871, at 13 o'clock M., for the entire IRON and WOODWORK of TWO LIGHTHOUSE HOUSES, to be erected at the following places, and specifications of which are for inspection at this office. A suitable place will be provided by the contractor for the setting up of the entire structure for inspection and acceptance.
The contractor, who must be a manufacturer of iron, will include in his proposals the cost of taking down and delivering on board the vessels provided by the undersigned for shipment of the same.
Proposals will state the time of completing the structures.
The right to reject any proposals that may be deemed disadvantageous to the Government is reserved.
Proposals will be in duplicate, accompanied by a guarantee in duplicate, with a printed copy of this advertisement annexed to each proposal, and will be addressed to the undersigned, and endorsed "Proposal for Screw-pile Lighthouse."
J. A. J. CREWELL,
Colonel of Engineers, U. S. Army.
1201 1/2 Lighthouse Engineer Third District.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD
Depot, THIRTIETH and CALLOWHILL Streets.
Until further notice trains will leave and arrive as follows:

TRAINS LEAVE. A. M. TRAINS ARRIVE. A. M.
Reading & Pottsville Express, 9:15
Harrisburg & Pottsville Express, 9:15
Pottsville & Reading Express, 9:15
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